



Nord Stern Region PCA  
December 2017





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# S T E R N



## PORSCHE

# D E C E M B E R 2 0 1 7

*Dedicated to the belief that . . . getting there is half the fun.*

Nord Stern is the official monthly publication of the Nord Stern Region, PCA Inc. Articles herein are those of the author's and do not necessarily represent the official position of PCA, the Nord Stern Region, or their members.

The editor reserves the right to edit all material. Articles and classifieds for publication in Nord Stern must be submitted by the 15<sup>th</sup> of each month prior to publication.

Permission is given to chartered regions of PCA to reprint articles in their newsletters if credit is given to the author and Nord Stern.

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Cover

From last year's 2017 Charity Calendar photoshoot

Kim and Keith Fritze's 996 and Spec Cayman

Photo by Michael Grabner

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## HOW TO JOIN PCA AND THEN NORD STERN REGION PCA

1. First, **JOIN** the Porsche Club of America (PCA). Please visit [www.pca.org](http://www.pca.org) for membership instructions.

2. Next, join Nord Stern

- Visit [www.nordstern.org](http://www.nordstern.org) and pay dues via Paypal (<http://usa35.noip>) hotlink is on the Join/Renew page.
- Or, send check, payable to Nord Stern, directly to Ed via the snail mail address below.
- Your membership information with PCA will be available for the club's records.

3. To **RENEW** an existing Nord Stern membership visit [www.nordstern.org](http://www.nordstern.org) and pay via PayPal (link is in instructions on how to Join/Renew or use: <http://usa35.noip.me>). Or, you may send your check, payable to Nord Stern, to Ed via his snail mail address below.

Or, call Ed directly and leave your name, address and both home and work phone numbers with any questions.

*Address Changes:  
Please send Ed any address changes or updates via email or just give him a call!*

### Ed Vazquez

email: [edmn911@aol.com](mailto:edmn911@aol.com) or  
612.720.0760 (cell)

Mail renewal checks to:

### Jeff Bluhm

6767 Marsh Ridge Ct.  
Eden Prairie, MN 55346

Reminder: Annual Dues are:  
\$30 per year (defrays monthly  
newsletter costs!)

Nord Stern membership Options:  
\$30 per year  
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**Check your mailing label  
for your expiration date**

**Contact Ed with any membership  
inquiries or updates**

## 2017 Nord Stern Officers and Committee Chairs

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Betsey Porter		Ed Vazquez Betsey Porter	
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Jim Holton			



Addresses available upon request for chairperson/s or Board members.  
Call Christie Boeder 612.845.4509, or email: [editor@nordstern.org](mailto:editor@nordstern.org)



*Welcome . . .*

## *New Nord Stern Members*

We hope to see you at upcoming events!



### **Siddhartha Chadda**

Hopkins, MN  
2001 911 Turbo

### **Richard Letsche**

Edina, MN  
Red 1989 928 S4

### **Brandon Olson**

Lakeville, MN  
Red 1974 911

### **Robin Stromberg**

Columbia Heights, MN,  
White 1980 924

### **So, Just What Do We Do In Nord Stern??!**

A brief synopsis of activities and events offered by your club, Nord Stern, and/or PCA or, just enough info to pique your interest??!

**Autocross:** A low-speed driving event, teaching one how to maneuver one's car around a set course of pylons on a closed circuit. Instruction is available, drivers compete against the clock. No modifications to one's car are necessary. Some safety equipment needed (helmet).

**ClubTalk:** E-mail listserv for member subscribers focusing on car issues and discussions as well as a place to ask questions, get recommendations and comments. Also for last minute breaking news on upcoming events and activities. Subscribe at <http://listserv.nordstern.org/mailman/listinfo/clubtalk>, or any account edits, updates.

**Concours:** A setting where Porsches are displayed for general viewing and/or inspection competition. Experienced judges evaluate the various models based upon cleanliness, overall condition and authenticity. Note: Nord Stern conducts an 'All Porsche Show' at which cars are 'shown' but not judged.

**Driver Training:** A driving course designed to teach and enhance high speed driving skill and technique on an actual race course. Training includes classroom sessions, on-track 'exercises' plus supervised lapping sessions. A Pre-Requisite for Driver Ed participation and NOT to be confused with Driver Education events. Driver Training includes both Novice and Intermediate level options. Check with DT Chair for additional options.

**Driver Education:** High speed driving event on a closed-course racetrack (Brainerd, Blackhawk Farms, Road America, for example) where drivers are grouped according to prior lap times. Prior Driver Training participation is required. Performance enhancements are frequently made (but not required!).

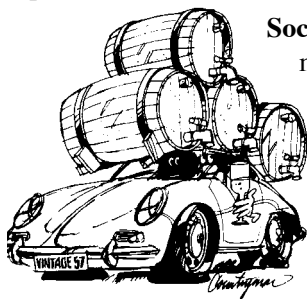
**Parade Laps:** Often held during lunch at Driver Training/Driver Ed events at closed-course racetracks, this controlled environment with a pace car provides participants an opportunity to take street cars on the track at highway speeds so that they can see what the course is like. Minors are permitted in state approved restraints and with a signed parental release.

**PCA Club Racing:** Wheel-to-wheel competition between drivers who hold PCA club racing licenses. There is a race class for every model Porsche. Safety modifications to your vehicle required.

**Rally:** An event wherein a driver and co-driver complete a predetermined route along open roads following a specific set of navigational instructions. Can be a TDS (time-distance-speed) or a 'fun' rally.

**Social:** Organized gatherings of club members, affiliates and family member to meet, eat and drink beverages!

**Tech Session:** Casual educational session that span a wide range of topics, from general maintenance, through Concours prep, performance enhancements and general car/mechanical knowledge!





# The Prez Sez . . .

by Ryan McGee

1990 944 S2

**A**s I write this column Thanksgiving is quickly approaching. In Nord Stern alone, I have much to be thankful for, especially our Nord Stern volunteers.

**Lara Dant** has done a great job this year of helping me with the various responsibilities of making the club run smoothly as well as handling the advertising chair role that brings in the money that helps subsidize this monthly newsletter.

**Betsey Porter** is our secretary and does a great job of taking the minutes at our monthly business meetings. She is also our Social Media chair, handling the Nord Stern Facebook page and helps with membership activities too.

**Jeff Bluhm** has been our Treasurer for many years, handling the financials for the club and working with the Board of Directors to approve and send out payments as necessary.

The All Porsche Show that is held each spring in Roseville has been run by **Phil Saari** and **Mark Koegler**, who organize a bunch of volunteers to make a great event each year.

**Andy Golfis** has done a great job of working with the Corvette Club to organize an Autocross event where people get to test the handling and performance of their cars on a short, local course.

**Steve Meydell** has been our Driver's Education (DE) chair for several years and has helped organize volunteers so we can have safe, fun, track events at Brainerd International Raceway (BIR) and Road America. Steve has decided to step down and we are actively looking for a replacement for him.

The Board of Directors consists of 1.) **Dave Anderson**, who also heads up our DE Registrar and is crucial to the work that is done on our website, 2.) **Paul Ingebritsen**, who is also our Safety Chair for our track events, and 3.) **Mike Sabers**, who played a vital part in helping us host the last national Escape in South Dakota. The Board of Directors is comprised of former Nord Stern Presidents and are who I go to for guidance.

The Driver Training Chair is **Jim Bahner** (also a former President and Board of Director member) and he also is our Track Relations chairperson. Jim recently organized an Instructor clinic at BIR and facilitates our track dates and contracts for our track events.

**John Dixon** has been our Fall Color Tour Chair for the last 25 years and will be passing that role on to **Jim** and **Cindy Holton** next year.

**Kim Fritze** is our Historical Archivist and has served as a past president, the Zone 10 Rep, and as National Membership Chair.

**Dan Perinovic** is our current insurance chair ensuring we have insurance certificates from National PCA for each of our events that require it.

Membership is handled by **Ed Vazquez** who welcomes all of our new members and works diligently to attract and keep our members.

**Bob Kosky** is our Met Council liason. **Christie Boeder** works tirelessly as the editor of our newsletter as well as working on the Nord Stern Website.

**Roger Johnson** (another former President) has done a great job the last few years organizing events as our

Continued on page 37

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1/8 pg.	N/A	\$30	\$20
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Back cover	N/A	N/A	N/A - \$83 plus color charge
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All ads B/W in print, color online. Preferred formats include: hi-res pdf, high-res jpg, tif, Publisher, Word, most files can be accommodated.

6 month pre-payment required for ad insertion, billed yearly



Since Prez Ryan contributed such a nice write-up and accounting of the numerous club members who make this club run as well as it does, I'll keep my column short, sweet, and to the point. It'll be 2018 before we know it and as always, this is a good time to take a moment, take stock of where we are, where we've been and where we are going. That could take awhile, unfortunately so suffice it to say, it's been a busy year filled with lots of experiences, good and bad, lots of fulfilling volunteering and rewarding work, inspiring and rejuvenating relationships with family and friends. And of course it has flown by. But I am so grateful, for my family, my friends, for health, for living in the state of

Minnesota, and for the opportunities allowing me to pursue my work, my volunteering, my interests. And that's where I believe the focus in life needs to be.

Plus I'm grateful for all of our Nord Stern advertisers, you make this newsletter possible!

So here's to 2018 and my very best wishes for the upcoming year. And of course, that the holidays are merry and happy for one and all!




From the  
Editor . . .


by Christie Boeder


'73 911






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**BJ Peterson**  
 Nord Stern Member  
[bjp@burschtravel.com](mailto:bjp@burschtravel.com)





**DECEMBER**

- 5 Nord Stern Monthly Business Meetings (1st Tuesday)**  
Time: Social 6:00 p.m., Meeting 7 p.m.  
Location: James Ballentine VFW, 2916 Lyndale Ave. S.  
All Members are Welcome to attend

**JANUARY**

- 2 Nord Stern Monthly Business Meetings (1st Tuesday)**  
Time: Social 6:00 p.m., Meeting 7 p.m.  
Location: James Ballentine VFW, 2916 Lyndale Ave. S.  
All Members are Welcome to attend

**FEBRUARY**

- 6 Nord Stern Monthly Business Meetings (1st Tuesday)**  
Time: Social 6:00 p.m., Meeting 7 p.m.  
Location: James Ballentine VFW, 2916 Lyndale Ave. S.  
All Members are Welcome to attend
- 10 Nord Stern Annual Holiday Party and Annual Meeting**  
Location: Mill City Museum, Mpls  
Time: 6:30 p.m. Cocktails, Dinner and Program  
Cost: \$65 per person, registration at clubregistration.net  
Music by Steven C.

**MARCH**

- 6 Nord Stern Monthly Business Meetings (1st Tuesday)**  
Time: Social 6:00 p.m., Meeting 7 p.m.  
Location: James Ballentine VFW, 2916 Lyndale Ave. S.  
All Members are Welcome to attend

**APRIL**

- 3 Nord Stern Monthly Business Meetings (1st Tuesday)**  
Time: Social 6:00 p.m., Meeting 7 p.m.  
Location: James Ballentine VFW, 2916 Lyndale Ave. S.  
All Members are Welcome to attend

- 14 All Membership Social**  
9:30 a.m. Registration  
Auto Edge, Mahtomedi  
11:30 p.m. Lunch; 12 p.m. Tech Session

- 25-29 Treffen Tamaya (Albuquerque, New Mexico)**

- 27 Nord Stern First Fling Driver Training**  
Brainerd International Raceway  
Eventmaster: Jim Bahner, Registration: clubregistration.net

- 28-29 Nord Stern First Fling Driver Ed**  
Brainerd International Raceway  
Eventmaster: TBA, Registration: clubregistration.net

**MAY**

- 1 Nord Stern Monthly Business Meetings (1st Tuesday)**  
Time: Social 6:00 p.m., Meeting 7 p.m.  
Location: James Ballentine VFW, 2916 Lyndale Ave. S.  
All Members are Welcome to attend

**2017 JUNE**

- 24 Nord Stern Annual All Porsche Show**  
Location: Roseville Central Park

**JULY**

- 27-29 Nord Stern Club Race and Driver Education**  
Brainerd International Raceway  
Eventmaster: Jim Bahner, Registration: clubregistration.net

**AUGUST**

- 11 Vino In The Valley - Drive**  
Maiden Rock, WI; Eventmaster: Randy Walker

**SEPTEMBER**

- 3 Rochester Labor Day Picnic and BBQ**  
**Location: Brian and Gina O'Neil's home**  
Questions: Jeff Boehm, jeffandbj@gmail.com

- 12-16 Treffen Banff (Alberta, Canada)**

- 28-30 Nord Stern Fall Color Tour - Duluth**  
**Headquarters: Pier B**

**OCTOBER**

- 5 Nord Stern Fall Fling Driver Training**  
Brainerd International Raceway  
Eventmaster: Jim Bahner, Registration: clubregistration.net

- 6-7 Nord Stern Fall Fling Driver Ed**  
Brainerd International Raceway  
Eventmaster: TBA, Registration: clubregistration.net

- 14 Bark & Beer Tour**  
**Questions: Jeff Boehm, jeffandbj@gmail.com**

**"Third Thursdays" of each month**  
Informal 'Post-Work' Social, 5:30 p.m. at

**NEW LOCATION!!**  
**Utepils Brewing, 225 Thomas Ave No. Mpls, 55405**

**utepilsbrewing.com**

Site of the old Glenwood Englewood Water Co. on near Further  
Performance Motors (Nord Stern Advertiser!)

**MN Cars and Coffee**

Canterbury Park, 1100 Canterbury Rd. Shakopee  
[www.mncandc.com](http://www.mncandc.com)

First Saturday, April through October 8 a.m. - 1 p.m.

Free to enter and spectate, Food trucks and beverages available  
First Saturday of the month April through October

\*\*Please note: Nord Stern sponsored events are officially designed 'Nord Stern' and/or PCA (Porsche Club of America) activities. All other events of potential interest to club members may be added, upon request and dependent on space availability, to the calendar as a courtesy to the organizer, or organizing entity at the discretion of the editor.



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# Club Talk

## ... 'Talk'

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he will pull a copy of the picture,  
resize it, and post it on your behalf*

## Teresa Vickery Pfister 1954-2017

**A**s sent via our listserv, Clubtalk, last month, here is the notice of the loss of one very special Nord Stern member, who perhaps hasn't been quite as active as she once was, but certainly embodied all the passion for Porsches, for car stuff, for track action as anyone I have ever known:

It's with a heavy heart and much sadness that we send out this e-mail to the Nord Stern membership concerning the loss of long-time member and Porsche enthusiastic extraordinaire, Teresa Vickery Pfister.

Teresa was an active Nord Stern member dating back into the 80's and I know for myself and my husband she was one of the first, very welcoming members we met after joining in 1990. Her love and enthusiasm for all things Porsche never wavered. Truly a 'car guy', she will be immensely missed by her Nord Stern friends, by her family, and the numerous friends and colleagues that range far and wide.

Teresa survived breast cancer in 2008, and had enjoyed a number of years pursuing all her various interests and passions, not the least of which was Porsche club racing and Driver Ed. She's owned a number of gorgeous cars over the years and actively still driving her late husband Joel's fully-prepped, signal yellow '73 911 (picture below).

Early this fall in September Teresa was diagnosed with Acute Myeloid Leukemia and was undergoing chemo inpatient at Abbott here in Minneapolis. Unfortunately she experienced liver and kidney failure before remission was achieved. Hence her decision to return home, with hospice care, to be with

her pets, in her own room, with beautiful views of Lake Minnetonka where she slipped away a few days ago (October 10, 2017).

One last checkered flag for T, as she was known by many . . .

— Christie Boeder

Teresa was one of the first folks we met in early 1985 at BIR Autocross / track days. Peter (her first husband) and Teresa had a Guard's Red 'smooth top' or sunroof delete 944 nearly like our first Porsche (which we still have). They came right up to us in the paddock, shook our hands, introduced us to Winslow Mankin and others in their group, then promptly laid out a blanket by our car and helped me bleed brake fluid from our system. They gave us bottles of Wilwood Hi-temp brake fluid what I was short, to fill it up and head back on track.

The next year, Teresa encouraged Pam to drive on track as well and helped with organizing the 'Quick Chick' program, which all the female drivers took part in, bringing many new female drivers into the group. Thus making enthusiasts of the Marque by spouse and girlfriend alike.

I always remember her that first day we met, as having long beautiful fingers with gorgeous red nails, sliding into her driving gloves, yet not worrying a bit about getting right into the thick of it by helping bleed brakes. I remarked to Peter after a brake bleed hose came 'adrift' and sprayed fluid on Winslow's jacket about Teresa getting her hands dirty. He commented, "She's in her element here, and METICULOUS . . . it will all wash clean. Only too happy to help." She just looked up from under the hood where she was adding fluid to my car and grinned.

She was a real bright spot in our membership; a person you would not forget having met.

"Godspeed 'T'.

Rest well, you have crossed that line one last time; we will always remember you as a finisher, a real spark of light."

— Don and Pam Lawrence

I am so shocked and saddened. I am also glad that we were able to see her and speak with her at the Club Race this summer. To me, she was the face of the club. She was so welcoming to us when we were first members and her welcome made us want to keep coming back. I am just so sad

— Gayle Momchilovich and Don Erickson



Above, Teresa in her 911 at BIR racing at this year's Club Race,  
photo by Nick Cirillo



Wonderful passionate positive woman. She is cherished and missed.

– Mark Dekutowski

It is sad to hear about T's passing. As many have said she was always so cheerful and had that big hug. My life was enriched by knowing her and Joel.

Joel was my first DT instructor and he told me to turn on the AC because he liked it cool and the HP loss would not be an issue for me with my current driving skills.

– Steve Meydell

A heartbreaking loss for many, Teresa was very special to many. Our heartfelt condolences to all who knew her.

– Rolf Penzel

I started auto-X in the late 80's and was fortunate enough to have Paul Binek as my "coach". Fast forward to the early 90's when I finally bit the bullet and went to BIR. My first instructor was Fred Senn, who was awesome, and between him and Paul I think they introduced me to T. After she gave me a very uplifting review, having ridden with this novice on track, I was indeed hooked.

T was not only infectious, she was real. A real "car guy" in the old vernacular but really a Car-Lady. Such class I can only wish to attain. I can't even recount the number of times we encountered each other at DE's, Club Races and just in life where she was always positive and so encouraging. I think I blame her (OK, you too Fred) for all of the \$'s I spent having fun, but I don't regret a minute of it.

As Dave said, always a T hug when we met and always a smile. Can't live life any better than that!

T, you will be missed but not forgotten.

– Jon Beatty

So saddened. A wonderful woman.

– Jerry Greene

Last night as the sun went down there was this huge thunderhead with a beautiful light dome over it with rainbow colors much more pronounced than our phone camera could capture. Neither Karen nor I had ever seen

anything like it. Now I'm pretty sure it was an old friend just swinging by FL to say goodbye.

Godspeed T!

T, you will be missed!

– Nick and Susan Cirillo

This is such terrible news. Back when I was working for the club, both as a corner worker and as race control, she and Joel always took time to visit with me and they both loved my dogs, Mateo and Shirley. I love Nord Stern, and to me, she and Joel exemplified what the club was. She will be greatly missed.

– Joleen McCammon

I am literally stunned at this news. "T" as many of us called her, was a fighter and I really thought she'd get through this latest bout with cancer. I've known Teresa since I joined the Club back in the fall of 1997 and while I didn't actually socialize with her outside of the Club, I've always looked forward to seeing her at the track every year. She never failed to give me a hug and smile when we crossed paths. I even got a ride of my life in the yellow 911 at Road America that opened my eyes on just what these cars can do.

As incoming President back in 2014, I sat next to "T" at the holiday party where she gave me some pointers as a past President and all sorts of other topics were discussed. When I mentioned that I should probably have a Porsche street car as a sitting president rather than show up for events in my F350, she promptly offered up Roy Henneberger's 968 that she picked up from his estate and kept in the Club. (Roy was another unexpected loss within Nord Stern.) I met "T" at a storage unit on a chilly April 1st morning where she had stored the car for about 6 months after Roy's passing. We sat in her new Audi and chatted about the loss of Roy and her late husband Joel as she and I filled out the bill of sale and title. She always asked me afterwards how the car was running whenever we met.

I'm sure everybody has stories to tell about "T" and I know there are some good ones floating about. (Haven't we all heard about

pulling the steering wheel off the 911?)

She's going to be missed . . .

– Dave Anderson

OK, for those members who don't know about Teresa's steering wheel coming off, referenced in Dave Anderson's e-mail, here's the story.

In the late 90's Bob Johnson had two semis and was hauling "the Northfield gang" as they were called in an article in Excellence, to various club races around the country. Teresa and her then boyfriend, Joel Pfister, were avid participants in those trips. They co drove Joel's 1973 911S (much modified by Bob Johnson) in club races, with Teresa driving out of class.

At the Mid-Ohio Club race in 1998, during the test and tune the day before the event, Teresa was out driving with Joel in the passenger seat.

The car has a removable steering wheel, as most race cars do. Unfortunately the releases hadn't seated and while going down the back straight the steering wheel came off in her hands. She was so surprised that she dropped it. All well and good as they were on a straight . . . which unfortunately has a kink part way down. She hit the brakes but the car ran off the track at the kink and started sliding along the concrete wall. No problem other than the wall has a small jog in it, which tore off the left side of the car.

At the Brainerd club race drivers meeting later that summer the steward gave her a spare steering wheel to Velcro to the underside of the roof of the car . . . she took it in good humor, as she always did.

Now who is going to keep track of the various inter region sales of cars as Teresa always did?

– Bruce Boeder

Wow! Just wow! No words.

I'll tell you one thing, she was a blast to work with on the NS Charity Calendars these past two years. Full of energy, spirit and support for the cause.

– Michael Grabner

*Continued on page 22*

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you pursue yours.  
It's that simple.



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# nurburgring, inc.

restoration of fine vintage Porsche automobiles

..working at a Union 76 station in 1970, I completed my first oil change on a 1969 Porsche 912.

I have been a professional Porsche mechanic ever since that humble beginning 40 years ago.  
For 33 of those years, I have provided uncompromising service to Porsche owners at the Nurburgring, Inc.  
Of recent, I have accepted an opportunity to continue my career in a new direction.  
I will be a curator for a private Porsche collection.

I would like to thank all of you who have supported the Nurburgring, Inc. through the years.

Rick Moe  
nurburgring, inc.  
dasring.com



Scenic Tour?  
Wine Country? No.  
Canepa? Yes!

Decisions, decisions. Where to go? On visiting California recently, we were faced with this delicious dilemma. Travelling from Monterey to San Francisco on a leisurely return to the city, we had plenty of options. Follow Hwy. 1 along the coast, and see Santa Cruz and continue north. Or, go inland, through the mountains and see what lies there. Of course, I knew what was located on this route, the famous Canepa facility in Scotts Valley, right off Hwy. 17, the Santa Cruz Highway.

If you've ever seen the ads in Autoweek and other periodicals, you know a bit about the Canepa formula. Sports cars, race cars, customs, the occasional motorcycle, all the most desirable and rare models. A brief, enticing description, and NO price listing. The requisite online and social media marketing is of course in place too, and the brand is anchored by the name of the owner, Bruce Canepa. Simple and direct. Okay, they sell cars, is that it?

If that alone was Canepa in its entirety, the way they do it, that would be spectacular. Canepa is known for offering the best examples of a number of types of cars: sports cars, classics, and race cars. They actively pursue the top cars in each category and bring them to



One of two red 959s and Gayle

perfection, with the idea that the new owner need do nothing but enjoy the car right from the first minute of ownership. Mechanics, cosmetics, everything is perfect on the best, most desirable versions of each car. Since Canepa himself has extensive racing and collecting history, with a Porsche-centric emphasis, a visit to this very friendly business is not to be missed.



Only remaining Carrera GT Prototype

My wife Gayle and I arrived about 9 a.m. after a short drive from Pacific Grove. I bolted from the car and nearly jogged to the door, anticipating what would be inside. The business is housed in a sleek, modern 70,000 square foot, two-story building. Past the reception desk, after signing in, we entered the first-floor showroom. Immaculate and dramatically lit, about thirty cars were on display. Not one, but two 959s were available. Air-cooled Turbos, Speedsters, a color matching set of 356 Carreras, Coupe and Cabrio, take your pick. Cobras, Shelybs and the prototype Carrera GT rounded it out. A few sales offices lined the far wall, but no one intruded



My choice, 1972 911S

Scenic  
Tour?  
...  
Wine  
Country?  
...  
No ...

*Text and photos by Jim Southwell*

*Continued on page 34*

# ClubTalk 'Challenge'

The BEST  
part of your  
garage and  
One of the  
Worst



Above, Lon Tusler's Garage, Right, Lon's office and his comment was: *"The best part IS the garage, the worst part is I am not in it!"*



*Started by Todd Smith, a pictorial 'challenge' to post a photo of the 'best' part of your garage and/or the 'worse' part of your garage*

*So your editor decided that this was entertaining enough to see that I'd like to run a series of the submissions – and the fun comments.*

*If any one who participated would prefer their submission NOT be included please email me directly at editor@nordstern.org*

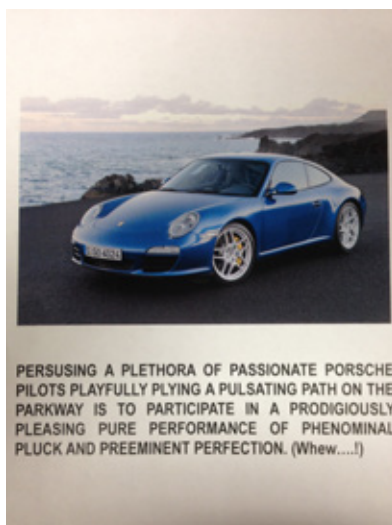


Photo left: Submitted by Glen Larson which elicited the response from Dave Sorenson of:

5S - Sort, Scrub, Set in Order, Standardize and Sustain.

And then a very snappy comeback by Lon of:

6 P's: Proper Planning Prevents Piss Poor Performance!!



Above and left, Ben Fruehauf's Garage: hard not to figure out which is 'best' and which is 'worse!'



*Editor's Note: In a recent PCA e-blast was follow up on an event held this fall in SoCal. I wanted to include a bit of it here as we've been to a few events in the LA area and with several regions grouped together events are usually Zone-sponsored and pretty spectacular. This one appeared to be similar in nature. While I don't think any of us here in the hinterland care to necessary read about this car and that and how wonderfully prepped they were for Concours-judging, there was an accompanying write-up on one particularly famous 911, so I've included it here for everyone's reading 'pleasure!'*

There's an intangible excitement about what ultra-special, ultra-rare cars you might see at a concours or car show — think of all the weird things you've never heard of that show up at Cars and Coffee. In the case of the LA Region's concours at the Museum of Flying this year, there happened to be two very special classics on hand, both of which played significant roles in Porsche's history.

Below, from left: Tom Prine, Tony Callas, and Randy Leffingwell.



If, after reading the article above, you guessed original 911R and 959, you're right. In particular, a 911R — this one recently restored at Callas Rennsport — is something that's rarely seen outside of climate-controlled warehouses, likely surrounded by other valuable cars in large collections. But this is LA, the likeliest place you'll see cars like this, whether at car shows or even driving on the street.

Wanting to learn more about this 911R, the first of 20 production models that followed four prototypes,

we spoke on the phone with Tony Callas, owner of Callas Rennsport, and his colleague Tom Prine. To say 911R #001 has significant history is an understatement.

*"This particular R was involved in the record run [at Monza in 1967]," explained Prine of Porsche's attempt to topple several time, speed, and distance world records. The attempt took place at Monza's steeply banked oval over the course of six days, but plans went sour before any records were set. "Porsche started out in a 906 [Carrera 6]," a purpose-built prototype race car with a 210-horsepower flat six, "and it would have taken the records if it had survived."*

*"Any spare parts had to be carried in the car as it was doing the event," Prine continued. "As soon as they ran out of shock absorbers, they had to stop because the car could not proceed."*

So Porsche sent a 911R, the very one on display at the LA Region concours two weekends ago. According to *Excellence was Expected* by Karl Ludvigsen, drivers Rico Steinemann, Jo Siffert, Dieter Spoerry, and Charles Vögele drove the R flat out over the course of four days, setting 11 time, speed, and distance records in the 2.0-liter class and five world records. The world records were achieved at 15,000 kilometers, 10,000 miles, 20,000 km, and 72 and 90 hours. The 911R's average speed at the end of 20,000 km was a hair over 130 miles per hour.

To set new records in what looks very close to a 911S at first glance took monumental efforts. Porsche's experimental department, headed by Ferdinand Piëch at the time, shed more than 400 pounds from the rear-engined platform. Without fluids, 911R #001 weighed 1,764 pounds.

*"Everything about the car was about being lightweight," Callas explained. "There are misconceptions about 911R that it's like the 911."*

The production cars had their own VINs, parts of their chassis were fundamentally different (for example, in-chassis heater piping was omitted to save weight), and used fiberglass body panels throughout. Bit by bit, Porsche had chipped away at the 911's weight, even resorting to a thinner windshield.

*"There has been speculation that Ferdinand Piëch had a weight scale on his desk," Prine said, "and they'd weigh the difference between the standard*

*Continued on page 21*

## The Story of the 911R ... #001

*by Damon Lowney, PCA.org*

## Where We Were –

## Where We Are –

## Celebrating 55+ Years of Nord Stern



Only a little more than a year after the pylons were lifted at the end of the long drag strip at BIR, Nord Stern organized and hosted it's first Club Race. The naysayers said we would be crashing and burning without the chicanes in 1992. The very next year Club Racers were driving through Turn 1 fender-to-fender. Race results show many Nord Stern drivers who are still active 24 years later.

– Ron Faust

### October 1993

- President **Terry Johnson** gives thanks to the large number of Nord Sterners who made the event happen. He does note that the club subsidized the event to the tune of \$5000 and hopes this won't be necessary in the future.
- A two-page article on the Chicago Region's first Club Race at Road America reports that eight Nord Stern members entered. On the trip were **Peter Kitchak, Bob Johnson, Fred Senn, Tim McGlynn, Mike Hoke, Rod Johnson, Bob Fleming,** and **Bruce Boeder**. Bruce gives a race by race recount of the weekend as only a racer on the track could. A driver from Pennsylvania distinguished himself after wrecking his car in Turn 12. He walked onto the track during the next lap and threw his helmet at another driver's car. He must have thought he was at a Nascar event.
- Normally an understated guy, **Bruce Boeder's** excitement about Club Racing was obvious from the start. He contributes an article on Nord Stern's first Club Race at BIR. He and **Bob Fleming** had been eventmasters for our first race and Bruce filled a page with

a long list of the volunteers, many of whom are still active club members and volunteers.

- **Roger Johnson** writes about the Club Race from his experience as a first-time driver (Bruce reports that Roger specifically said my enthusiasm for the Chicago race drove him to sign up for the Brainerd race!). While Turn 1 is a thrill for us DE drivers, Roger quickly learned that it is even more exciting when driven two abreast. He surprised himself when he won the pole position. After finishing second, the bigger

additional modern bathrooms, track reconfiguration, etc.

- The Holiday Party was planned for the Minnesota Horse and Hunt Club in Prior Lake.
- At the business meeting a \$4,883 loss was reported for the Club Race, which had run \$14,891 "plus the bill for ambulance".
- New members included **Erik and Bob Johnson** of Northfield.
- The Marketplace includes:
  - **Greg Gentling's** modified slope



surprise was that **Tim McGlynn**, who won with **Fred Senn's** Carrera Cup car, was put into an "Exhibition" Class for that race because his car went into a modified class. This gave Roger the first.

- **Richard Roe** writes that BIR is conducting a secondary stock offering to the public. Funds were to be used for upgrades including new grandstands,

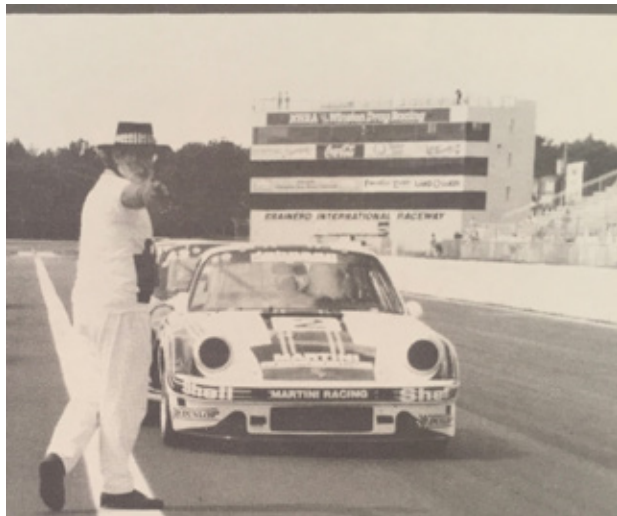
nose 911 for \$26,000

- a 1971 911E for \$9,700
- an '84 911 Carrera Coupe for \$25,000
- a '73 911 motor for \$2,500
- a '78 928 for \$12,000
- a '65 356C Coupe for \$15,900
- a '90 911 Carrera for \$15,900
- 4 factory Fuch rims for \$200





SCCA and CRA corner workers without whom we would have been sunk.



Above, rapt with attention are the club racers at their driver's meeting

Left, Teresa Vickery gets wet when it pours rain!

Far left, directing the race drivers

Below, lined up two-by-two the race group gets set for a green flag







Ed and Linda Jacobson took on Herculean tasks



Above, Roger Johnson, Mike Hoke, Lance Flynn of Chicago and unknown racer



## BIR FAST FLING RESULTS

#	Driver	Class	Run #1	Run #2	Run #3	Run #4	Best Run
15	Martha Bender	8W	2:03.242	2:00.753		2:00.242	
75	Bob Polk	8M	1:50.802	1:50.401	1:50.325	1:50.085	1:50.085
80	Dick Olsen	8M	2:02.034	2:01.209	2:02.487	2:01.305	2:01.305
80	Gayfield Clark	8M	2:03.721	2:04.020		2:03.721	
180	Scott Clark	8M	2:04.437	2:04.807	2:07.450	2:04.437	
18	Red Johnson	8M	2:03.658	2:03.650	2:05.032	2:04.817	2:04.817
173	Joe Polk	8M	2:05.002	2:04.698	2:06.679	2:04.698	
107	Joe Dooly	8M	2:07.595	2:07.436	2:06.850	2:04.743	
76	Peter Vukobrat	8M	2:07.795	2:06.205	2:06.354	2:05.246	
61	Lee Jacobson	8M	2:07.000	2:06.745	2:06.805	2:06.745	
42	Steve Burt	8M	2:08.417	2:08.239	2:08.257	2:06.805	
80	Brian McArthur	8M	2:08.044	2:08.573	2:08.645	2:08.044	
246	John Waterbury	8M	2:10.542	2:10.748	2:09.130	2:08.779	
170	Thomas Vukobrat	8M	2:11.230	2:10.953		2:10.953	
142	Dave Burt	8M	2:11.452	2:10.690		2:11.452	
28	Clark Melrose	8M	2:10.200	2:10.652	2:10.717	2:10.642	2:10.642
188	Tom Watson	13M	1:57.854	1:57.885	1:56.895	1:56.657	1:56.657
34	John Cramer	13M	2:05.827	2:05.824	2:05.108	2:04.804	2:04.804
134	Eric Pfeiffer	13M	2:04.648	2:04.372	2:04.690	2:04.170	2:04.170
154	Steve Swartz	13M	2:04.321	2:04.685		2:04.321	
26	Mark Cullen	13M	2:11.849	2:10.051	2:10.180	2:10.051	
134	Lance Cramer	13M	2:10.807	2:10.474	2:11.618	2:10.474	2:10.474
77	Wally Haggard	13M	2:14.424	2:13.300		2:13.300	
30	Shawn Ansh	13M	2:14.424	2:13.300		2:13.300	
134	Tommy Ansh	13M	2:14.424	2:13.300		2:13.300	
3	Steve Swartz	13M	2:14.424	2:13.300		2:13.300	
40	Bob Johnson	13M	2:14.424	2:13.300		2:13.300	
50	Tommy Ansh	13M	2:14.424	2:13.300		2:13.300	
70	Steve Swartz	13M	2:14.424	2:13.300		2:13.300	
203	Mike Wehner	13M	2:14.424	2:13.300		2:13.300	
21	Greg Garsland	13M	2:14.424	2:13.300		2:13.300	
160	Tom Watson	13M	2:14.424	2:13.300		2:13.300	
34	Dave Burt	13M	2:14.424	2:13.300		2:13.300	
147	Cory Perket	13M	2:14.424	2:13.300		2:13.300	
102	John Peterson	13M	2:14.424	2:13.300		2:13.300	
4	Steve Watson	13M	2:14.424	2:13.300		2:13.300	
104	Mike Miller	N	1:54.207	1:54.779	1:54.202	1:53.958	1:53.958

\* - Out of engine gear.  
# - Fast time of race.

## Official Race Results Group 2: D1, D2, E, F, G, H, I, J, K

18 Starters - 18 Finishers  
Margin of victory: 14.981 Sec

OA	CP	Class	Car	Region	Driver	Hometown	Car Desc.	Best Lap	Speed	
1	1	A1	35	12	NST	Roger Johnson	Phonoth MN	90.911 Carrera	1:58.291*	91.228
2	1	F	1	1	NST	Donna Swartz	Marquette MN	90.944 Turbo	1:59.224*	90.547
3	1	E	11	1	NST	Lance Flynn	Calumet IL	89.944 Turbo	1:59.150*	90.642
4	2	F	11	1	NST	Mike Hoke	Johns Prairie MN	90.944 Turbo	2:00.426*	89.681
5	2	A1	4	1	NST	Marvin Gustafson	Edina MN	72.911	2:00.181*	89.864
6	2	F	7	1	NST	Tom Johnson	Chicago IL	89.944 Turbo	2:02.025*	87.838
7	3	F	56	1	NST	Jeff Condit	Lincoln NE	87.911 Carrera	2:01.151*	89.181
8	4	F	96	1	NST	Phil Moore	Lincoln NE	87.944 Turbo	2:01.181*	89.181
9	5	F	18	1	NST	Red Johnson	Minneapolis MN	87.911 Carrera	2:04.606*	86.673
10	1	D1	17	1	NST	Dick Swartz	Brookfield WI	73.914	2:05.779*	86.376
11	1	D2	2	1	NST	Frank Coffey	Hennepin MN	56.755A	2:05.050*	86.325
12	2	D2	7	1	NST	Bill Segelhorst	Rochester MN	82.350B	2:09.602*	83.532
13	1	E	222	1	NST	Dale Tasty	Conifer CO	73.914	2:10.091*	83.018
14	2	F	65	1	NST	Bob Fleming	Minneapolis MN	85.911	2:09.849*	83.171
15	3	D2	62	1	NST	Jeff Powell	Chicago IL	82.350	2:14.816*	80.109
16	1	F	442	1	NST	Bruce Berthum	Salt Lake City UT	75.914	2:15.756*	79.542
17	4	D2	32	1	NST	Daryl Fortner	Golden Valley MN	81.911 Carrera	2:09.493*	83.407
18	1	A2	122	1	NST	Tim McGowan	Minneapolis MN	92.911 Carrera	1:57.718*	93.729
19	1	G	88	1	NST	Rick Polk	Edina MN	87.911		
20	2	F	3	1	NST	Donna Swartz	Marquette MN	90.911 Carrera		
21	1	H	316	1	NST	Jerry Quabe	Chicago IL	74.911 Carrera		

## Porsche Club Race Series

### Porsche Club of America - Nord Stern

#### Brainard Int. Raceway - 3.000 Miles

August 26-27, 1993

#### Official Race Results Group 1: A1, A2, A3, B1, B2, C1, C2

13 Starters - 12 Finishers

Margin of victory: 1:16.558

OA	CP	Class	Car	Region	Driver	Hometown	Car Desc.	Best Lap	Speed
1	1	A1	35	M	Martin Sore	Pleasant Grove UT	72.911	1:44.655*	103.196
2	1	A3	14	NST	J Robert Johnson	Northfield MN	72.911	1:52.796*	95.748
3	1	A2	48	NER	Hajime Enoki	Pittsford MA	93 RS America	1:53.971*	94.760
4	1	C2	93	M	Mike Doolin	Sandy UT	93 RS America	1:55.145*	93.776
5	2	A3	22	NST	Fred Scott	Edina MN	92 Carrera Cup	1:57.311*	92.062
6	1	B2	63	WIT	Randy Roush	Wichita KS	79.911SC	1:57.069*	92.253
7	1	B2	57	CWR	Jim Van	Fort Atkinson WI	71.913S	1:58.301*	91.291
8	3	A3	54	RMR	George Mayhew	Commerce City CO	78.911SC	2:00.040*	89.970
9	2	A2	2	NST	Peter Kitchak	Excelsior MN	73.911 RSR	1:48.115*	99.893
10	4	A3	6	CBO	James Oppenheimer	Chicago IL	73 RSR	2:04.856*	86.499
11	2	A1	8	NST	Steve Bodder	Minneapolis MN	90 C-4 Turbo	2:00.906*	89.323
		G	188	NST	Rick Polk	Excelsior MN	87.911	1:59.957*	90.032
DNS		C2	177	RMR	Bill Pearson	Golden CO	87.911S		

Sheets show both the racer results plus a listing of the driver ed participants times

## BIR FAST FLING RESULTS

#	Driver	Class	Run #1	Run #2	Run #3	Run #4	Best Run
17	Brian Kretschmann*	777	2:11.608	2:10.171	4:13.870		2:10.171
4	Tom Solstad	1M	2:13.076	2:12.130	2:13.087	2:12.783	2:12.130
61	Don Wurst*	1M	2:18.009	2:15.116			2:15.116
14	Steve Wurst*	1W	2:16.795	2:16.183			2:16.183
46	Bob Voss	2M	2:03.427	2:02.870	2:02.902	2:03.270	2:02.870
11	Jim Miller	2M	2:09.479	2:08.819	2:09.139	2:08.983	2:08.819
33	Bob Koskey	2M	2:11.875	2:11.106	2:09.425	2:10.285	2:09.425
16	Randy Hoss	2M	2:12.969	2:12.733	2:13.172	2:12.517	2:12.517
14	Steve Swartz	2M	2:20.019	2:20.884	2:21.194	2:21.826	2:20.019
81	Dekke Miller	2W	2:10.828	2:10.109	2:10.295	2:09.607	2:09.607
46	Tom Voss	2W	2:10.775	2:10.423	2:10.052	2:10.694	2:10.423
85	Scott Fortner	2W	2:12.374	2:10.722	2:11.325	2:11.813	2:10.722
84	Judy Sandberg	2W	2:19.514	2:48.294	2:22.279	2:23.693	2:19.514
19	Richard Horton	3M	2:22.183	2:23.067	2:22.934	2:22.332	2:22.183
12	Joanna Greenwell	3W	2:17.041	2:16.962	2:15.379	2:15.180	2:15.180
19	Ed Jacobson	4M	1:58.806	1:58.441	1:57.763	1:57.539	1:57.539
23	Ron Smith	4M	1:59.021	1:57.955	1:57.625	1:57.583	1:57.583
62	Justin Draper	4M	1:59.520	1:59.035	1:57.683	1:58.473	1:57.683
27	Doug Stadanski	4M	1:58.691	1:59.130	1:59.870	1:59.061	1:58.691
77	Art Matori	4M	2:05.514	2:05.397	2:05.838	2:04.443	2:04.443
96	Chad Anderson	4M	2:05.782	2:05.316	2:05.383	2:05.089	2:05.089
11	Greg Fresh	4M	2:08.006	2:06.686			2:06.686
12	Ron Draper	4M	2:07.609	2:08.310	2:07.291	2:08.884	2:07.291
18	Justin Anderson	4M	2:08.618	2:10.059	2:11.287	2:10.646	2:08.618
12	Jim Pappas*	4M	2:12.990	2:12.479	2:14.900	2:12.479	
86	Keith Grubele	4M	2:16.782	2:15.971	2:14.797	2:15.411	2:14.797
27	Shari Stadanski	4W	2:07.867	2:07.000	2:08.983	2:08.676	2:07.000
46	Dekke Grubele	4W	2:19.308	2:17.767	2:19.504	2:18.347	2:17.767
6	Rick Segelhorst	5M	1:56.876	1:56.347	1:56.654	1:56.471	1:56.347
13	Kan Kramb	5M	1:57.063	1:57.390	1:57.480	1:57.350	1:57.350
19	Mike Hoke	5M	1:58.702	1:58.782	1:58.377	1:58.148	1:58.148
46	Mike Solita	5M	2:00.747	2:00.218	2:00.683	1:59.622	1:59.622
6	Brian Solita	5M	2:03.065	2:02.917	2:03.178	2:01.817	2:01.817
6	John Dee	5M	2:07.180	2:06.870	2:08.372	2:08.652	2:06.870
4	Mike Niemeyer	6M	2:00.450	2:00.280	2:00.914	2:00.470	2:00.280
4	Bob Fleming	6M	2:11.616	2:00.923	2:00.917	2:00.575	2:00.575
2	Dave Weisel	7M	2:12.085	2:11.606	2:07.597	2:06.635	2:06.635
6	Peter George	7M	2:11.834	2:11.957		2:11.834	
1	John Dignan	7M	2:10.716	2:18.254	2:20.196	2:20.245	2:18.254
1	Mark Nelson	7M	2:21.983	2:23.179		2:21.983	
1	Guy Reeder	8M	2:01.315	2:01.240		2:01.240	
7	David Parker	8M	2:04.605	2:03.620	2:04.224	2:03.068	2:03.068
7	Ron Faust	8M	2:06.321	2:05.545	2:07.032	2:06.623	2:06.623
7	Dick Peterson	8M	2:07.541	2:06.846	2:07.150	2:06.011	2:06.011
1	Robin Smith	8M	2:09.613	2:08.020	2:10.600	2:07.271	2:07.271
1	Brian Delahay	8M	2:08.002	2:07.967	2:08.088	2:07.300	2:07.300
1	Jim Wood	8M	2:08.671	2:08.332	2:21.818	2:09.002	2:08.332
1	Chip Smith	8M	2:10.558	2:10.413	2:10.432	2:11.301	2:10.413
1	Scott Kretsch	8M	2:11.763	2:13.473		2:11.763	
1	Darryl Ripling	8M	2:13.685	2:14.048	2:13.066	2:12.990	2:12.990

## NORD STERN

The complete title of this great book is rather cumbersome; focus on the Up Close and Behind the Scenes which says it all about this book.

Professionally produced, with differing images on the end papers, this book exudes quality – carefully prepared, just like the cars described. The dust jacket has folded edges to prevent tears and make it durable, which is almost a pity – the subtle image on the hard cover itself is worth displaying on your coffee table. And images is what this book is all about.

The author was Shelby American's official in-house resident photographer in the 1960s, and this book is a collection of his pictures resurrected from a variety of archives and provided with explanatory captions. Some of the scenes showing the Shelby operation of the early '60s, e.g. the front end papers, seem very similar to 1950s scenes from the Porsche shops.

There is no direct Porsche content in this book, but 904s are shown behind (darn) the Cobra's in some of the racing pictures, and Spyder hot-shoes of the '50s (Roger Penske and Bob Holbert) are mentioned as Cobra drivers in the '60s. There is also photographic evidence that George Lucas (the George Lucas no less) spent some of his youth as a Shelby crew member.

Extensive quotations and detailed captions for the generally unposed pictures give the book a very personalized feeling. The conversational tone of the captions makes it read like behind the scenes gossip; it really is the inside story. The time frame covered is that of the design-build-develop-race-repeat

era of Shelby American in Venice, California, the formative years, if you will. In addition to the Cobras, the development of the Daytona Coupes, Ford GT40 and The GT350 Mustangs is covered.

SHELBY AMERICAN Up Close and Behind the Scenes tells the story of a small company building virtually home-built cars, unimpeded by outside interference of corporate mentality or government regulations, and beating the big boys on the race

track. It is very much a reprise of the Porsche story. There are many pictures of cars in development/modification and on the race track, but to a great degree this book is about the people of Shelby, and their unique camaraderie. The names that float through this book are a comprehensive who's who of mid-century, world-wide motor sport.

Shelby-American was focused on racing and much of the book is devoted to race cover-age, presenting inside stories, not just results. It gives insight into a by-gone era of do-it-yourself, lo-tech manual work-the Venice shops that produced the cars that won the World Manufacturer's Championship in 1965 did not even have air tools. This is a book with a grass-roots feeling that any motor-sports enthusiast, even Porschephiles, should have. Porschephiles come in multiple stripes, but those oriented to the maintenance/repair/modification/construction of cars, or the in-the-pits 'scene' of motor-racing world-wide, will love this book.

There are four chapters, one for each of the years covered. There is also an Epilogue that touches briefly on the GT350 production and 1966-67 Shelby-Mustang racing successes.



SHELBY AMERICAN Up Close and Behind the Scenes is a hardbound book of 240, 12 in x 9.75 in pages, with 100 color & 200 B/W photos. There is a complete index and a very comprehensive appendix tabulating Shelby-Ford results from the almost

150 races in which they participated from October '62 through June '67. By the time you read this, it should be available from your favorite bookseller (ask for it) or from QuatroKnows.com. It is not sacrilege for a Porscheophile to have this

## Book Reviews for Porsche- philes . . .

### SHELBY AMERICAN

### Up Close and Behind the Scenes, 1962-1965: The Venice Years

*by Dave Friedman, published  
September 2017 by Motorbooks,  
Minneapolis, MN*

*Reviewed by Bruce Herrington,  
Orange Coast Region,  
Courtsey Grand Prix Region PCA,  
The Circuit November 2017*



Nano

Nano

By Pedro Bonilla,

Pedrosgarage.com

Published in the July 2015 issue of  
"Die Porsche Kassette"

What does Robin Williams playing the role of Mork, from the Planet Ork have in common with a lotus plant and your Porsche?



There's a company in the UK named Nano Labs which decided to emulate the properties of the lotus plant as it applies to painted surfaces, particularly for automobiles.

Unless you have a just Concour'ed Porsche, chances are that there are a number of contaminants on your car's surface, among them: bird poop, stains from acid rain, road grime, pollen dust, soot, and remnants of insect collisions.

Our cars' paint finish does not have the ability to repel those contaminants and that's why it's recommended that you protect those surfaces regularly with a thorough cleaning and a good waxing.

You don't enjoy cleaning and prepping for a Concour D'Elegance? Not to worry. In the not-so-distant future, our cars may come from the factory with an eco-friendly paint finish that can degrade pollutants through a nanoparticle compound and natural light, known as nano-coating and is just one of many products and applications that result from nanotechnology. In essence the paint finish can prevent road debris, water, and even oil from sticking to it and drying on its surface. This revolutionary new coating known as "self-cleaning paint" is hydrophobic (repels water) and oleophobic (repels oil).

Nanotechnology is a new industry that is based around the study and development of nanoparticles, which are minute particles of elements so small that they have to be created in a lab. These nanoparticles have some very unique properties, especially in the way they react with ordinary (nature-made) particles.

The first car maker to put nano-coating on a vehicle was Nissan, but Porsche is anxiously awaiting the test results so that they can jump in as well.

The automotive nano-coating known as Ultra-Ever-Dry tries to achieve what the leaves of the lotus plant does so well, the ability to shed (repel) water and dirt from its surface.

The engineers who designed the coating figured out how to minimize the surface area where water, oil, and dirt cling, which then makes the water and other contaminants run right off.

Nano Labs says that other technologies in the market rely on texturization or high energy surfaces. In the case of texturization, dirt and pollutants are picked up by water droplets due to nano or micrometric



architecture of the surface which minimizes adhesion. The other case, high surface energy materials, uses products such as Teflon to coat the surface. The problem with both of those approaches, according to Nano Labs, is that they are very expensive and hard to apply on large surface areas.

The novel approach by Nano Labs is based on a unique nanoparticle compound proprietary to them.

The Ultra-Ever-Dry coating is neither a texturized nor a high energy surface approach. It leverages natural light and proprietary nanoparticle system which allows any surface to literally keep itself clean from contaminants, dirt, dust, fungus graffiti, bird droppings or insect remnants.

Nano Labs also claims that the water-repellant property will prevent snow, ice and frost from building up by maintaining a layer of air between the top of the nano-coating and whatever touches it.

I wonder when can we get it in GT3 Orange, Speed Yellow, Guards Red or GT Silver?

## 911 R...

*continued from page 15*

*parts and modified parts to see how much weight they saved."*

So how does one become the restorer of such a rare, valuable Porsche? *"Our customer was interested in buying one,"* Callas said, and *"[Author and Historian] Randy Leffingwell said he knew where one was. It had been in a bubble in Orange County. Somebody else had looked at the car and turned it down."*

*"We got the car, and there was so much wrong with it that we wanted to restore the car,"* Callas related. The engine had been enlarged to 2.5 liters, up from the original 2.0 liters, the steering wheel was wrong, the seats were incorrect — many items that were original to the car were missing. It took much longer to find the correct parts than to start and finish the actual restoration.

Callas says every morning he'd call contacts in Germany looking for parts. *"It took us years to find connecting rods that were correct, a steering wheel that was correct,"* he said.

Prine explained how they came into possession of a full set of brand-new 911R connecting rods, which is more random than you might think: A Porsche engineer had a set on display in his office — and he was persuaded to let them go for a small fortune. When parts couldn't be sourced anywhere, they had to be custom made, such as the decklid hinges (of which two sets were made because Callas Rennsport is restoring 911R #019 as well).

And during the course of the restoration,



a long-running mystery about #001 was solved: The two longitudinal stripes that adorned the car during the Monza record



runs, long-thought to be green due to the British Petroleum (BP) sponsorship and black-and-white photos in which the color couldn't be discerned, were actually red.

*"For a long time, people thought the stripes were supposed to be green,"* Prine explained. *"We had started the restoration on the car and were just getting ready to paint the car,*

*and Randy Leffingwell was at the archives department in Germany, and he was talking to Peter Falk (one of two drivers who'd driven from Germany to Monza in the 911R when the 906 needed to be replaced) and he remembered the car as having green stripes,"* which were applied at the track before the record run. But Falk had also taken color photographs of the car.

The evidence of the car having red stripes was soon uncovered: *"Porsche Archives found the original Falk Kodachrome photographs, and that is how Randy Leffingwell was able to confirm to us that the stripes were really red,"* Prine explained.

With four prototypes and 20 production 911Rs ever made — far short of the 500 envisioned originally — in some ways the model can seem like a footnote in Porsche's history. Porsche didn't even race them extensively, in part because it couldn't homologate them due to such low production numbers. But without the 911R, it's hard to imagine what Porsche's motorsports history or its highest-performing road cars would look like today. Would we have gotten the 1973 911 Carrera RS 2.7, the RSR race cars, or any 934 or 935 that followed? Today would we have the GT3, GT3 RS, GT2 RS — the types of cars on which Porsche continues to build its reputation? Fortunately, we'll never have to know.





## Teresa . . .

*continued from page 18*

She sounds like a wonderful woman. I wish I had known her.

RIP.

– Ben Fruehauf

I'm shocked and saddened. Teresa was always fun and a lively presence at the club events. A pretty darn good driver too. We will miss her!

– Paul and Doreen Ingebritsen

Teresa was a wonderful person. She and I had a love of all things Porsche and especially if they were Yellow. I am truly saddened she is gone. She was always upbeat and always had a nice thing to say about everyone.

– Dale Trippler

Very sad. I met T in 1993 and looked forward to seeing her at events. She was unfailingly smiling and upbeat, not to mention enthusiastic. Traits to be envied.

She will be missed.

– Vaughn Johnson

Very sad news! Teresa seemed like the type of person who lived life to the fullest every day. A good lesson for us all!!

– Kris Meacham

I first met Teresa a year and half ago at the BIR spring DE/DT event. She was asked to do my Saturday morning ride along. I was charmed by her enthusiasm as she

complemented my driving skills. We talked about the steps I would need to take to become an instructor. Saturday night, at the social, Teresa introduced me to Bill Groschen. After some discussion and a Sunday morning track session with Bill, I was told a recommendation would be given to Gary Curtis. I had a great weekend and thought that might be it. 3 days later I was contacted by Gary at the BIR Performance Driving school and asked to join his team. This is the fulfillment of a goal of mine as I finish my second season with the school.

Teresa's passion, awareness and actions started a chain of events that I am very thankful for. I am sure there are many other people that have stories of how their lives were touched and influenced by large or small efforts by this wonderful person. Thank you Teresa.

– Joe Dehen



Above, a bit of track time  
Below, Teresa visiting Steve and Jan Watson's home while attending Rennsport Reunion out in California, September 2015.



Above, Teresa instructing up at BIR



L, Teresa, Sue Ripley, Susan Arndt, Bruce Boeder at 'Home for Life' Fundraiser



Above, from 1993 Club Race, far right is a young Tim Watson with Teresa next to him: it's all about racing!



Above, a bit of the social side, cooking! Far left is Teresa, 2nd from right is Phyllis Godfredson (I LOVE the glasses, so 1980's)





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# Giving

## ... Thanks

by Danielle Badler,  
Rocky Mountain Region PCA

**Y**es indeed. It's November. Time once again to gather with friends and give thanks. Give thanks for how we are blessed in life. In car life. In Porsche life.

I've compiled a Porsche list of thanks, which I plan to review with my friends and family at our annual Turkey Day. I know, I may be the only one around the table to understand the subtlety of my stories. But that's ok. Because I'm also sharing them here, with you dear reader. I know, I just know, that if you're within view of my words, you, at least, will understand. So here goes.

I'm thankful that I can still find reverse on my '78 911SC. With the Momo gear shift knob, the knob that has no insignia on top, no shift pattern.

Once, at least a dozen years ago, I had my car serviced at a Porsche dealer. I had settled the account, and stood outside the shop, waiting for my car to be brought around. I waited. And waited. So I strolled up to the shop entrance. And saw a kid sitting in my car, with the engine idling. I walked up to the window and asked him what he was doing. He looked at me and asked, "where's reverse?"

I said, "Get out." No, he said, he's supposed to wheel the cars to the customer pick-up area. I said, "sorry, if you don't know where reverse is, not in my car" and opened the door for him. As he tried to find words to come back at me with, I slid in and backed out my baby . . . and drove away. I didn't look back.

I'm thankful that I can still get a rise out of my co-pilot.

A few years ago, my friend Paige was riding shotgun as we hightailed it up to the Peak to Peak Highway, on our way to Estes Park, Co, for a mass P-brunch. I was third, in the SC, behind a Boxster S and a Carrera. Needless to say, I was working pretty hard to keep up the pace, but I was managing the switchbacks pretty well. We hit a short chute, which gave me time to glance over at Paige. And I noticed that she appeared to have an alabaster complexion I hadn't seen before.

Just before the next hairpin, she barely got out the words "I don't want to die today."

I'm thankful I can still remember the first 911 I coveted.

That had to be '68. It was maroon, black interior. Owned by the boyfriend of a friend's older sister. Now, this was an interesting family. The sister drove an Alfa GTV. My friend had an Alfa Giulietta. I was newly ensconced in my first sports car, a '64 Triumph TR-4. As I recall, the boyfriend told us he recently got the car, and just drove it nonstop, all the way from where we lived in Nassau County, Long Island, to Montauk and back, for the hell of it.

I'm thankful I'm still alive.

There was the time, in the TR-4, driving with a friend from New York to college in Ohio, on the Pennsylvania Turnpike, just after Thanksgiving, believe it or not. We were near Pittsburgh, leaving a rest stop, and it started snowing. Just enough that, as I got into third gear on the entrance ramp, we started sliding sideways, directly toward the center divider. I had the wheel cranked over, but that was doing nothing.

Just as I glanced out the left side window at two lanes of oncoming traffic, the tires finally bit, and the car snap-hooked into the left lane, with enough momentum that I could motor forward and accelerate properly. My friend and I didn't speak for a good 10 minutes. Then we looked at each other. I barely intoned, "we almost died back there." He nodded.

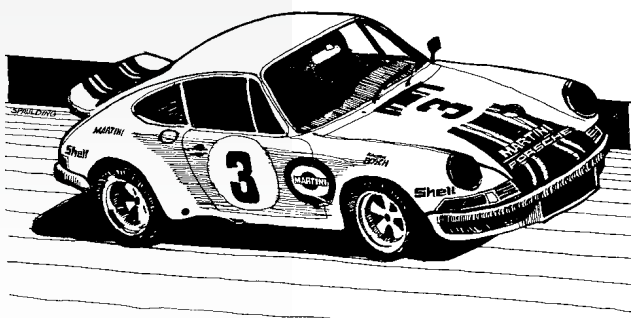
I'm thankful that I still remember the first race I attended.

It was the Can-Am, at Bridgehampton, in '68. Perhaps the pinnacle of the Bruce and Denny Show. I drove out in my TR-4. The pace car was a 911 with "Politzei" plastered on the side panels, and a shaft rising from the rear bumper, with a blinking light attached on top. I just thought that was very cool, a real Porsche sports car as a police car, posing as a pace car.

I saw the car again, at the Porsche Parade in Hershey, PA in the early 2000s.

I'm thankful that I can tell the tale of overhearing Ron Dennis complain to the Porsche factory about the reliability of the TAG engines they were supplying to the McLaren team.

It was '86, at the Hungaroring. The first ever F1 race behind the Iron Curtain. Which seemed to be such a curiosity that I felt like the entire racing community was there. I was working for a major sponsor of the McLaren team, which sort of gave me run of the





pits and attendant team facilities. So, after a day of practice, I sauntered off to the motorhome, to get something to drink. I opened the door and . . . I heard him.

There was more, that weekend. Ferrari's latest, the 288 GTO, sat, locked, at the entrance to the hotel. The entire weekend. Each afternoon, when the drivers came back from practice, they walked through the lobby . . . to applause. I had dinner with the team the night before the race. I watched Alain Prost with his wife . . . he drank no alcohol. They excused themselves early, and left dinner. I watched Dan Gurney . . . really . . . walk down pit lane, photographing rear suspensions with an Instamatic. There was one night, at the bar, I found myself sitting next to Clay Regazzoni, who was in his wheelchair. I asked him what was his favorite circuit. He said, "Spa." I said to myself, perfect.

Which sort of sums it up for me. I hope you can sum it up for yourself, as well. And join me in giving thanks.

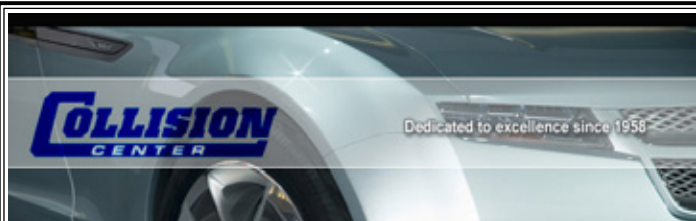


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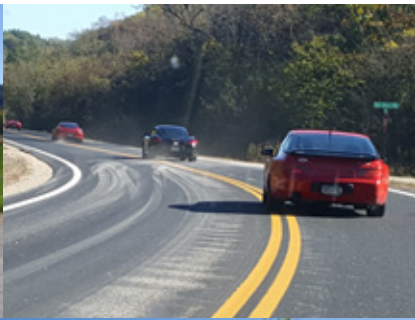
## Beer and Bark Drive

*Photos above and to right by several attendees: Jeff Boehm and Todd Ihrke*

Susan and I just wanted to thank Jeff and BJ for a great Bark and Beer Tour, driving the twisty side-roads from Rochester to Lake City. Jeff promised a “spirited” drive and boy did he deliver. We can honestly now say that the Cayman should no longer be considered solely a garage Queen. The weather was perfect, the scenery terrific, and some of the best driver’s-roads we have driven in Minnesota. And at lunch at Lake City we got to meet a nice, fun bunch of fellow Nord Sterners from Rochester. Great weekend!

-Nick Cirillo







# Nord Stern 2018 Charitable Calendar

## Who, What, Where, When, How!



Under construction over the summer and fall, this year's incredible calendar features 12, month-by-month spectacular photos of 12 plus gorgeous Porsches in various locales and settings.



The idea behind the calendar involved selling each month (check, done!), the arranging of professional photo shoots with member and calendar organizer Michael Grabner (check, done!), post production layout work by Michael (check, done) and actual calendar printing (check, done!)

All members can now get their own copy of the calendar. Each calendar will cost \$35 and will be mailed (or can be picked up at a couple upcoming Nord Stern event).

Get your copies now, just in time for the holidays.

It's easy: Just order and pay on our convenient website at 'calendar.nordstern.org'. We accept credit cards or Paypal payments!

This year's calendar proceeds will benefit the local chapter of American Cancer Society. To honor, and in memory, of Mark Boulton who lost his life to cancer this past year, was known by many club members in his role at Porsche of Minneapolis, plus he was a long-time PCA member and Porscheophile and huge supporter of the club and its activities.

This seemed a very fitting beneficiary as so many Nord Stern members have been touched by a cancer diagnosis. Not the least of whom was our member, Teresa Vickery Pfister.

Read a bit more about Mark on page 31 of this issue.





# Nord Stern Annual Holiday Party!

## Saturday, February 10, 2018

Mill City Museum  
Cocktail Hour: 6:30 p.m.  
Cost: \$65 per person



Cash bar and Appetizers

Salad: Baby Spinach Salad with Strawberries, Mandarin Oranges, Spiced Pecans and Raspberry Vinaigrette

Choice of one:

- Pan-Seared Breast of Chicken with Gremolata Sauce, Roasted Baby Red Potatoes and Roasted Asparagus
- Short Rib of Beef with Sweet Balsamic Glaze, Parmesan Risotto and Brussel Sprouts
- Vegetarian Napoleon layered with Portobello Mushrooms, Eggplant, Beefsteak Tomato, Sicilian Onion, Fresh Mozzarella and Basil Pesto served with Saffron Couscous



Join us as we salute another great year of driving, competition, shows, tours, dinners, and all things Porsche at our Annual Meeting and holiday celebrations. Registration online [www.clubregistration.net](http://www.clubregistration.net)



Have some space to 'fill' and thought I'd share a few PCA tidbits, or better yet 'Did you know?' info! Courtesy [pca.org](http://pca.org).

## Membership

### Benefits

Own a Porsche and are a PCA member?

An extension of the Porsche experience, PCA reaches across the cars and the years to the people. People, like you, who feel passionately about their Porsches and enjoy the camaraderie of fellow enthusiasts.

Don't own a Porsche yet? Join the PCA Test Drive program, which gives you access to select member benefits, including The Mart, the club's classified ad service, and a complementary subscription to Porsche Panorama, the club's award-winning monthly magazine.

When you join PCA, you become a member of the largest independent, single-marque car club in the world. It's only fitting that you get a few perks, right?

### Your Nord Stern Club Communications:

In an effort to remain as informative as possible, please note these are the primary, in order, methods your club, Nord Stern Region of PCA stays in touch. Feel free to contact any chair person/s too with questions.

**PCA e-Blast** emails: PCA membership REQUIRED, along with a valid email address on file with PCA - especially useful for pop-up events!

1. **[www.nordstern.org](http://www.nordstern.org)** will have the latest newsletter for download
2. Monthly, mailed **Nord Stern Newsletter**, also uploaded to the Nord Stern website sent to all Nord Stern region members of PCA who have paid their yearly dues
3. **Clubtalk**, an informal listserv used for last minute information although participation is by subscription only, open to all Nord Stern members
4. **Monthly business meetings** are very informative, all members welcome!

- Admittance into the club's member community
- Complementary subscription to **Porsche Panorama**, Porsche Club of America's award-winning magazine
- Full access to **PCA.org**, the Porsche Club of America's new-and-improved website on traditional and mobile devices
- Access to and use of **The Mart**, PCA's members-only marketplace (Test Drive members may view ads, respond to ads, and place a wanted ad.)
- Tech Q&A, where PCA's technical experts will answer all of your Porsche-related questions
- **National events**, such as Porsche Parade, Escape (Treffen's), and Werks Reunion
- **Regional events**, including concours, autocross, driver's education, rally, tours, and much more
- Exclusive access to PCA's semi-annual **members-only raffle**
- **PCA Club Racing**, the club's nationwide racing program for all Porsche models
- Club-sponsored gatherings, including Porscheplatz events at select United SportsCar Championship races
- **Group tours** to Germany with unique PCA member access to the Porsche factory
- Free PCA logo window **decals**
- **PCA Visa Rewards credit card** — show your PCA pride!
- **Discounted driver's education insurance** program specifically tailored for PCA members
- **Valuation program** to help members establish the value of their Porsches for insurance purposes
- **Agreed value insurance** for limited-use Porsches - new and old - from Leland-West Insurance
- **Collector car insurance** designed for PCA members and offered by Chubb Collector Car

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## About Mark Bouljon

by Ron Faust

Even as a child, Mark liked things that were fast and sleek. He especially liked the Porsche a priest had at Sacred Heart parish in Moline, IL where he went to grade school. By the time he graduated from college with a teaching degree, his passion for Porsches evolved into the purchase of his first 911, supported in part by a loan from his sister.

Around that time he began wondering if he could make his hobby into a career. He joined Rexroat Porsche Audi in East Moline, IL as a part-time sales person while working on political campaigns. There he met George Drolson, part owner of Rexroat and a Can Am racer from 1972-1976. Mark became a member of Drolson's racing team, joining them as often as possible. In the 80s he traveled to the Porsche factory in Germany to see the cars being built. Mark's next purchase was a 356 Speedster.

After moves to Minneapolis and Dallas, Mark worked as a service manager for Town North Porsche in Dallas. Having been exposed to political campaign advertising, he began collecting Porsche posters, models and other memorabilia. A voracious reader,

he added books on Porsches and other cars to his collection.

By the time he returned to Minnesota, he was driving a 1969 911 which he sold to buy his final Porsche, the 1998 911 Carrera S. He worked at the then Maplewood Imports and Carousel Porsche dealerships which now have become Porsche of Minneapolis and St. Paul.

Although his love of Porsches started with fast and sleek, it grew because of the people he met along the way. A founding member of the Central Iowa Region of PCA and longtime supporter of Nordstern, he enjoyed sharing information and stories with the people he met, either over the counter at the dealerships, at Concours or at race tracks. He enjoyed reading and sharing the history of Porsches in hopes he could interest the next generation of Porsche drivers.

## 1<sup>st</sup> Annual South Shore Fall Color Tour - September 28-30, 2018

by Jim Holton

Come enjoy the fall colors as we motor along the South Shore of Lake Superior en-route to Bayfield WI and Madeline Island.

We'll drive WI Hwy 13, with wonderful twists and turns along with great views of the lake.

Fall Color Tour HQ- Pier B Resort Hotel in Duluth MN.

Gather Friday evening harbor side for the Welcome Party. The party will be located



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next to our Porsche Corral (parking).

Pier B (picture above!) is the ideal spot to host our event. The resort offers a number of amenities including a pool, hot tub, fitness room, fire pits, bikes, paddleboards, kayaks and a boat launch and 21 slip marina.

**Details:** Book now at Pier B resort

40 Rooms available Friday 9/28 and Saturday 9/29. If you want to arrive Thursday 9/27, we have 10 rooms available. 218-481-8888 - USE PROMO CODE: 44323. If you are planning on dining at Silos/Pier B Saturday

Continued on page 37

# November 2017 Business Meeting Minutes

*by Betsey Porter, Secretary*

The meeting was called to order promptly at 7:00 p.m. at the James Vallentine VFW in Uptown.

## **President – Ryan McGee**

- No update

## **Vice President – Lara Dant**

- No update

## **Treasurer – Jeff Bluhm**

- Via email, we are in good shape financially

## **Advertising – Lara Dant/Cathy Peronovic**

- No update

## **All Porsche Show – Phil Saari & Mark Koegler**

- No report, will be the last Sunday in June

## **Autocross – Andy Golfis**

- Told the other groups (COM, etc) we are interested in doing events again in 2018.
- Andy needs the other track event dates so they can start negotiating an autocross or two.
- Talked with Dave Schall to see if his PDX events are a bridge between autocross and BIR events.
- Dave Anderson said they are designed for that purpose for Novice attendees.
- The event in October at Dakota County went well!

## **Board of Directors**

- No update

## **Charity – Mark Kriesch**

- Michael G. is editing the final calendar right now, needs dates for track events, etc. to add to each month in 2018.
- So far we have raised nearly \$5,200 just selling the calendar photos.
- Will sell them again this year for \$35 each.
- Dave A is working on the website landing page for online calendar purchasing.
- Proceeds to go to the local chapter of the American Cancer Society
- We will order a supply of 100 calendars to have on hand for initial ordering as well as at meetings, events and the holiday party. Saves on postage by ordering in 'bulk.' Cost is \$6 no matter how many are ordered at a time.

## **Club Race – Dave Sorenson**

- Via email, received email from National regarding the 2018 event, he will fill out the info and return.

## **Driver Education – Steve Meydell**

- Steve will retire from this position at the end of the year.
- Send any ideas for a replacement to the board

## **DE Registrar – Dave Anderson**

- Will transfer Final Fling monies to the account
- We have 2018 track dates, will set up registration
- Will sent up holiday party registration
- Dave has identified all but six email addresses in the Club Talk rolls, will contact them directly, ask them to identify themselves, and renew, or they will be removed from the group.
- He will then send an email to all addresses with an opt-out option as we roll our ClubTalk listserv into a major communication tool for Nord Stern members. This will augment the PCA blast that goes to all PCA members in our region regardless of whether they pay dues for the newsletter. The intention is to have all dues-paying members of Nord Stern enrolled in ClubTalk with an opt-out option similar to PCA's policy. Clubtalk will continue to be interactive, unlike the PCA blasts.

## **Driver's Training – Jim Bahner**

- No report

## **Fall Color Tour – John & Suzanne Dixon**

- No report, Editor's Note, Jim Holton will be the eventmaster for 2018 and he is sending us information that will be published in upcoming Nord Stern newsletters. Location will be Duluth, hosting hotel is Pier B and Saturday's drive destination will be Bayfield, WI!

## **Historic Archivist – Kim Fritze**

- No update

## **Insurance – Dan Perinovic**

- Need more space on the server.
- Dave will address

## **Membership – Ed Vazquez**

- Ed will start the renewal process for 2018, Notice will be appearing in the newsletter.



- Auto Edge want to move their New Member Social event to earlier in the month (new date April 18)
- Imola is questionable to host in 2018.
- Perhaps the Automotorplex will be an alternative for the west side
- Vino in the Valley wants to update their ad in the newsletter, they have not been advertising with us for a number of years. Need to follow up with them. Editor does have their old ad copy..
- Porsche of Minneapolis told Ed that they are no longer allowed to put our literature out in the dealership (newsletters yes). Ryan will contact National to get the story.
- Ed wants to hold a winter meeting at P of M, some Saturday after their Service Dept closes.
- Ed would also like assistance so we can have a presence at both Cars events on the first Saturdays. Please let him know if you can help.
- Ed would still like to have a business card to hand out to potential members.

#### **Met Council – Bob Kosky**

- No report

#### **Newsletter – Christie Boeder**

- November is in mailboxes this week.
- Need track dates

#### **Octoberfest – Paul Bergquist, Mercedes Benz Club**

- No report, currently supporting the AutoLieben event being organized by Jackson Richter at Afton Alps on a summer date TBA.
- Per Ed, the Mercedes Club is looking to perhaps partner with a new location in 2018

#### **Rally and Drives – Open position**

- N/A

#### **Safety – Paul Ingebrigtsen**

- Nia email, no update

#### **Social Media – Betsey Porter**

- Shared Teresa's celebration of life info on the FB page, Saturday, November 18, 6:30-9:30pm at the Arboretum in Chanhassen.

#### **Shop and Tech relations – Roger Johnson**

- 3M is willing to do another tech session in the spring
- Roger is working on another US Bank Stadium event, but it's hard with the Super Bowl coming up
- Researching other ideas for tech sessions

#### **Touring – Randy Walker**

- No report, Vino in the Valley another sell-out

#### **Track Relations – Jim Bahner**

- Via email, RA is interested in discussing a date for 2018, tentative dates are June 11-12

#### **BIR Dates - Mark Your Calendars!**

- First Fling: April 27-29
- Fast Fling/Club Race: July 27-29
- Final Fling: Oct 5-7

#### **Webmaster – Dave Anderson/Christie Boeder**

- Still adding info to old site as new site is under construction

#### **Old business**

- Holiday Party is set (info in newsletter)
- Date will be: February 10, 2018 at the Mill City Museum
- Dinner and cash bar, starting 630 pm
- \$65 per person, a chicken, beef or vegetarian entre options from D'Amico's

- Pianist Steve Anderson will again provide music entertainment.
- Dave will open registration, needs menu,
- Radios for Drives, Lara will order after official BOD approval ByLaws
- Committee will be created to propose amendments to bylaws

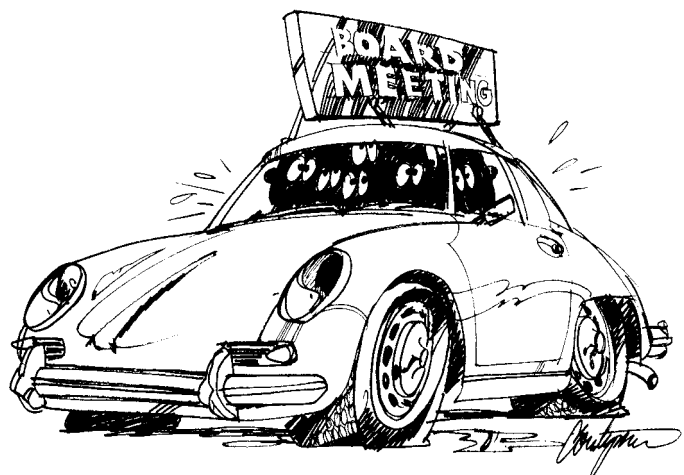
#### **New Business**

- Welcome new member John Reese!
- Trophies - Lara Dant received an email about a supply of old trophy plates. She will pick them up and store them for possible future use.

**Meeting adjourned 8:03 p.m.**

**Respectfully submitted,**

**Betsey Porter, Secretary**



## Scenic tour? . . .

*continued from page 13*



Coupe or Cabrio, your choice on our visit to this shrine. We weren't alone, as like-minded enthusiasts, also returning from the Monterey Motorsports Reunion, joined in. Canepa hosts a week long Open House around this event as so many car geeks are in the area. Hard to choose, but my favorite car here was an unrestored '72 911S



**Mercedes W196 for Reims, Monza**

in Tangerine over Black with 87k miles, a survivor. They say the 911 market has taken a breath lately and prices have stabilized or even dropped. Prices at Canepa are never posted, but provided to a qualified buyer on request.

We're just scratching the surface here. Upstairs is the Motorsport Museum. Bruce Canepa has some serious racing cred himself, having taken a third at Daytona in 1979, running against the factory 935s with his



**Rothmans 962C, Ickx and Mass**

own second-hand 934.5. He's also done

Pikes Peak in a semi-tractor and Baja in a 911 powered buggy. He is a well-known competitor at the Monterey Motorsports Reunion every year, bringing six to eight cars, and often seen in his '79 935. Several of his own vehicles are on display, and also some very significant Porsche Werks cars: a '69 Gulf 917k as driven by Jo Siffert and Brian Redman at LeMans, 1970, a '72 917-10 Euro Interserie car (equivalent to the Can-Am) from Gelo Racing, and an '85 Rothmans 962C with three wins by Ickx and Mass. Seeing those three alone would constitute nirvana for any Porsche racing fan, and it certainly was for me. To top it off, the Indianapolis Motor Speedway Museum had



**Gulf 917K, with admirer**



**Gelo 3.0 RSR, six wins, no crashes**

lent Canepa one of the Mercedes W196 F1 streamliners that Fangio had used in winning the World Championship in 1954 and 1955. This car is just achingly beautiful, and a huge contrast to today's folded and creased aero monsters. Pretty heady stuff, and for me time well spent.

At this point, Gayle had had enough, and



959, some assembly required left to wait in the car and read on her iPad. I wasn't quite overstimulated yet, so I headed to the workshop. First, an overhead view from the second-floor balcony, then right onto the shop floor. To me, this is one of the



**911R details, original prototype**

*Continued on page 38*



## PCA's Zone 10 Directory

### Regional Clubs

**Central Iowa:** <http://cia.pca.org/>

**Ozark Lakes:** [www.pca.vintageeuro.com](http://www.pca.vintageeuro.com)

**Dakotas:** [www.dakotapca.org](http://www.dakotapca.org)

**Red River:** [www.RedRiverPCA.org](http://www.RedRiverPCA.org)

**Great Plains:** [www.gprpca.com/](http://www.gprpca.com/)

**Schönesland:** [www.schonesland.org](http://www.schonesland.org)

**Kansas City:** [www.kcrpca.org](http://www.kcrpca.org)

**St. Louis:** [www.stlpca.org](http://www.stlpca.org)

**Nord Stern:** [www.nordstern.org](http://www.nordstern.org)

**Wichita:** [www.wic.pca.org](http://www.wic.pca.org)

One Stop "Shopping"

Nord Stern's Website will have up to date information on event scheduling, locations, activities, dates and times as well as contact info.

Questions, email 'editor@nordstern.org'

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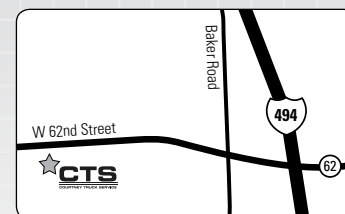
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*Members of the region are welcome to place ads of a non-commercial nature at no charge for two months. \$10 for non-members. Submissions must be received by the 10<sup>th</sup> of the month prior to publication date: editor@nordstern.org.*

## **Bridgestone Blizzak LM-60 Tires**

Front 225/40 R18 88H, Rear 265,35 R18XL 97H. BBS CH-R11 Wheels – Gloss Black w/silver ring; Front 18 x 8 50mm, Rear 18x10 65mm. Newly refurbished wheels, tires used one winter. Excellent Condition, Traded in my 996 for a 997. Would like \$800 reasonable offers will be considered. Gary Fahl, garyfahl@msn.com or 320.368.0583.

## **18" Porsche Cayenne S wheels**

Set of four, with winter Pirelli Scorpion ice and snow tires, used one season, size 255/55 18". The wheels have Porsche emblem center crest. \$1,500. Call George 651-402-5654.

## **Wheels and tires for 997**

Purchased as set from Carousel in December 2009 for a C4S of that year, these have been mounted twice and run less than 4000 miles. The car is gone and now they collect dust in my garage. The tires are Pirelli Sottozero 295/30R19 and 2235/35 R19. The wheels are alloy but not OEM. They are 19 x 11 and 19 x 8.5. I believe they are from TireRack: "Sport Edition Cup 4" with OEM center crests. After two years of mounting these winter wheels, i stopped the swapping as I always had a winter SUV to drive. The wheels are in good condition. \$500 for the set. You pick up. muldo003@umn.edu

## **Tires**

2 – 225/40R – 18 Michelin Pilot Sport A/S Plus \$293.45/each New. Members can have them for \$325/pair. 2 – 285/30R – 18 Michelin Pilot Sport A/S Plus \$358.43/each New. Members can have them for \$350/pair, All of these are brand new, never been mounted. I will consider trades for any model 356 and reasonable offers will be seriously considered. Todd Smith, koalat@me.com.

## **Cayman GTB1 For Sale**

\$90,000, Built and Campaigned by Auto Edge. Chassis started life as a 2008 Cayman Base and was converted to 2010 Cayman S specs: MA1 3.4L DFI engine, 6 speed manual, OS Giken LSD, All Electrical Components. Remote canister Coil-Over Struts, fully solid and adjustable control arms and sway bars, wheel stud conversion, 6 piston front brake calipers and 4 piston rears, Engine replaced this season with used 9,600miles 2012 3.4L DFI, Full race exhaust, Auto Edge Air intake, and custom ECU tune, 3rd radiator with top vent, lightweight flywheel, A/C delete, Full Roll cage, Side windows and locks retained, Cayman Interseries front splitter and rear wing, Data logger w/ 2 camera system, Cool shirt, Wired for driver com radio, and much more. Comes with 2 sets of Forgeline ZX3R wheels. More photos or information available upon request: Bob Viau Jr 651.777-6924, AutoEdge@AutoEdgeMN.com

## **1990 944S2 Race Car**

Auto Edge engine rebuild (\$16,700), Limited slip differential, No expense spared, Fiberglass front bumper cover with integrated brake cooling ducts; four quick release screws for easy on/off , Large oil cooler, Gutted bumper struts, Adjustable camber plates, 928S4 brake upgrade front, 993 rear brakes, Koni 2012 double adjustable coil over suspension, 750# front 700# rear springs, 968 M030 sway Bars, Polybronze suspension bushings, Racers Edge front A-arms,

Header and turbo exhaust upgrade, Custom welded roll cage (Auto Edge), Longer rear lugs, Stripped, clean, safe interior, Electrical cutoff switch, Wired for cool suit, Sparco evo L (tall) seat, Sparco steering wheel with quick release, Lexan windshield, Lexan rear hatch and fiberglass rear wing, Fiberglass rear bumper, BBS RE wheel (8.5 and 10" by 18") 2 sets, "Best Prepared" award Hastings club race 6/2012, Safe, fast, fun car. \$19,500, Contact Bob Viau Or Dan Balthazor 651.777.6924.

## **For Sale**

Selling set of four Michelin Pilot Super Sport tires on SSR 3-piece 19" wheels. Tires have only 1800 miles and are in like new condition, no damage. Purchased April 2016. Front tires 235/35ZR19, Rear tires 295/30ZR 19, 19" wheels were on a 2005 Porsche 911 Carrera 997. Excellent condition. \$1,500 Roger in Maple Grove, MN. Ph. 612.741.0240, rlhelm@comcast.net

## **Vintage Porsche Publication collections for Sale**

Former 3-car, Porsche owner/collector and Nord Sterner collection from the years from 1983-1998. Sales are by lot only. Grouped by publication, a collection of miscellaneous magazines (all featuring Porsches are a single lot). See totals below each publication group list. Most in excellent condition. Cash only. For detailed lists, contact steve@designguys.com.

Porsche Christophorus (most in original mailer), 1985 -1998: 71 total x \$3 = \$213

Porsche Panorama 1983 – 1993, 1981: (Book) The First 25 Years of Panorama, 1956-1981 \$10, 98 total x \$2@ = \$196

Nord Stern Newsletters, 1983 – 1994, 128 total x \$.50@ = \$64  
Excellence (formerly Porsche), 1987 – 1995, 55 total x \$2@ = \$110  
356 Registry Magazine, 1985 – 1996, plus Index to The Registry Vol 6-10, 49 Total issues x \$2@ = \$98

356 Registry Magazine Calendars, 1988 – 1993, 6 total calendars \$12

VW & Porsche (later European Car), 1983 – 1992, 46 total x \$1@ = \$46

Porsche Related Features in vintage Automotive Magazines – ALL ONE LOT: Car And Driver, Road & Track , Road & Track Exotic Cars, Motor Trend, VW Trends, Kit Car Quarterly, Peterson's Kit Car Quarterly, Hi-Performance Cars, Autoweek, Top Wheels, Auto Car, Peterson's Sports Car Graphic, Sports Car Illustrated, Classic + Sportscar, All About Porsches, Consumer Guide – Porsche A Tradition of Greatness, 911 + Porsche World. Collection of (95) various vintage magazines featuring Porsche, \$92 Total.



## Prez Sez . . .

*continued from page 6*

Tech & Shop Relations Chair.

**Randy Walker** is our Touring Chair and has been organizing the popular Vino in the Valley drive each year.

And of course, **Julie Bailey**, our Zone 10 Representative. These volunteers help our club run smoothly and allow us to have all of the wonderful events that we are able to attend.

It's not just the cars, it's the people!

*(Editor' Note: Thanks, Ryan, for a great recounting of all the people who give their time and talents on behalf of Nord Stern.*

*This club could not begin to put on the events and activities without each and every one. So with that said, where do YOU fit in? There's always room for more volunteers and we actually have a lot of fun. If you haven't participated, volunteered and would like to see where you can contribute, just give us a 'buzz' or in this day and age, zap us an email! We are a very friendly bunch!)*

## 2018 PCA Parade Dates - Mark Your Calendars



Scenes from 1993 Club Race at BIR



## South Shore Fall Color Tour 2018 . . .

*continued from page 31*



night, make your reservations when you book, [www.pierbresort.com](http://www.pierbresort.com).

### **Costs**

**Rooms:** Classic View Rooms - \$199/night + taxes & resort fees

Harbor View Rooms- \$229/night + taxes & resort fees

**Welcome party:** Appetizers & approx. \$25/couple.

Ferry: \$24 RT/car + \$13 RT/p  
P-car and 2 passengers=\$50 R

### **Lunch:**

Estimate \$18-20/PP but TBD





## Scenic Tour . . .

*continued from page 34*

coolest things about visiting Canepa: a visitor pretty much has the run of the place, as long as one keeps a respectful distance



Just sitting there, no big deal!

and doesn't interfere with any of the techs. A few discreet signs remind people of that rule, that's it. What's to see? How about six 959s, in addition to the two in the showroom. Fully dressed, or with the entire rear sections disassembled, engines and peripherals on stands nearby. Talk about pinching oneself to confirm reality! Why so many? Because Canepa is the acknowledged expert, outside the factory, on the 959, and was instrumental in the passing of the Show and Display law that allowed them into this country in the first place. They have since developed the car



I wish I could weld like that!

further, with engine and suspension upgrades that keep it on par with any current supercar. Their Gen III car now produces 763 hp, so that helps.

The project board lists fifty-seven cars in process, including eight internal cars. Canepa

run up to one hundred and eighty hours, with sixty of that on the chassis alone. Nothing is left out. A bare 917-10 aluminum frame was being crack tested with compressed air, and the bodywork and all the parts and assemblies were on multi-level wheeled carts nearby. A few bays down the line a fully restored 911R prototype, the genuine article, was resplendent in gleaming yellow. Almost light enough to levitate itself off the floor!

Well, my understanding and indulgent travel companion won't wait forever, and several hours have passed. I made a reluctant exit after picking up a few pieces of swag from the parts department. In the parking lot, I saw a GT2, a Singer 911, and a longhood 911S. Keep moving, Jim, more driving ahead of us, up and over the Santa Cruz Mountains. Ahead of us at the Hwy. 17 entrance, is the yellow 911R, out for some exercise. No way I'm going to stay with that, but maybe we can find a glass of wine somewhere on the drive back to the city, and play "What if I won the Powerball?!"



Above, Last "Werks" 935 after Laguna battles

is a one stop shop: they do the mechanical, paint, upholstery, and composite work all in house. Bruce himself does a walk-around of each car with the department managers to set expectations and convey exactly what the customer wants. The detail process alone can





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***Thank You,  
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